

THE LEISURE HOUR.

A FAMILY JOURNAL OF INSTRUCTION AND RECREATION.

"BEHOLD IN THESE WHAT LEISURE HOURS DEMAND,—AMUSEMENT AND TRUE KNOWLEDGE HAND IN HAND."—*Cowper.*



THE SALZBURG SHARPSHOOTERS BETRAYED.

THE EXILES OF SALZBURG.

CHAPTER XV.

In the beginning of September, 1731, soon after these occurrences, the mountains of Salzburg reverberated with the roll of drums. Numerous bands of Austrian infantry overran the once peaceful country, whose amazed inhabitants, unconscious of the reason of their coming, distrusted the evidence of their own eyes. An imperial command to return to peace and tranquillity accompanied the quartering of thousands of soldiers, who, of course, were to be supported by Protestants

alone. The cottage of Hans Weinleidtner was not exempted from these unbidden guests. Deeply were the poor people disappointed in their expectations, for, instead of their deliverance, which they had hoped from the emperor, they saw their substance decreased by his soldiers.

Neither was Peter Pommer better off at Schüppelhof, which was now filled with a troop of ravenous soldiers.

"You also had better go there," he said to those whom he found sharing the frugal meal at the Weinleidtner's cottage. "It makes but little difference to me whether I have to feed five more or less."

The soldiers, highly pleased with the invitation, lost no time in availing themselves of it, and Peter remained alone with Hans. The next week he again came to the cottage, and brought with him a very handsome rifle.

"Take it, Hans," said he, good-humouredly. "Keep it in remembrance of me. But thou must promise to appear with me at the general muster of the sharp-shooters (scharfschütze) from all the mountains, which is fixed for next Monday.* I am as pleased about it as a child. We shall prove to the foreign soldiers, by our well-trained numbers, that we are not so very contemptible as they imagine, and that they cannot do with us exactly as they please."

Hans was a good marksman, and by no means devoid of national pride; he was, therefore, very willing to be present at the review spoken of. Early on the following Monday, Peter, holding in his hand a brightly-furbished gun, and with a high heel fixed to the shoe on his lame foot, the better to conceal a deformity which had never grieved him so much as on this occasion, came to fetch Hans, who was already attired in his best clothes. Both repaired to the place appointed, a large plain enclosed on all sides by low hills, where a regiment of imperial troops were already exercising. They, however, readily made way for the sharp-shooters of the mountains, whose numbers augmented every moment, noticing with apparent curiosity the great skill of the peasants in handling their firearms. The review commenced by a close examination of the sharp-shooters' rifle-pieces, powder-horns, etc., which were all to be empty, as they were found to be, in order to prevent, as was alleged, any accidents that might occur, and which otherwise might easily happen. Ambuscades were laid, and all those manoeuvres practised which are peculiar to this description of soldiery. Somewhat fatigued with their exertions, the various troops were standing at ease, when the colonel of the imperial regiment approached the leader of the sharp-shooters, who was an officer entirely devoted to the archbishop.

"Bravo! well done!" said he, in a loud voice. "Thou hast a capital corps of marksmen, whom I should rejoice to have acting with my troops in case of a serious assault. But stay! a thought occurs to me. Suppose that we were, though only in sport, to make an attack on each other, and be good comrades again at the end? We are the guests of the gallant fellows, and should consider this encounter as an honour."

"Very well," said the other, who was already prepared for the proposal. "I agree to it, provided that my comrades approve of the sport."

What human being was ever invulnerable to delicate flattery, skillfully administered? The true-hearted, credulous mountaineers, with unanimous acclamations, expressed their joyful assent to the proposed 'skirmish. It was arranged that the imperial troops should occupy the heights, and that the sharp-shooters, as being better acquainted with the road, should attempt to force a passage. The former soon disappeared, and the latter began descending a straight and rugged ravine, although some of them, who were not altogether unskilled in the art of war, shook their heads at the acquiescence of their leader. Too soon their fears were realised, for scarcely

had they all descended into the narrow valley when a loud "Halt!" echoed by a thousand voices, made them look upwards. On the summit of the rocks overhanging the narrow gorge, and as if sprung from the earth, they beheld the Austrians on all sides, standing with loaded muskets levelled at them.

"Ha! are ye caught?" shouted the colonel, exultingly. "Good people, surrender upon grace or no grace. You are surrounded on all sides, as you see."

"Thou must have employed an able spy," jocosely observed the leader of the mountaineers, "to betray to thee a road which is unknown to any but ourselves. Well, I find there is nothing now to be done but to beg for quarter."

"That ye shall have," returned the other, "provided ye lay down your guns, and give your solemn promise never again to fight against us."

"Agreed," said the leader of the riflemen, surrendering himself and his gun to the colonel, who had now advanced a little nearer. Turning to the mass of people who had hitherto looked upon these transactions with repressed laughter, "Well, what do ye mean to do?" said he, seriously. "Ye are to ground your arms, that is, throw them upon the ground, and then go home." The mountaineers, still believing it to be a joke, smiled in answer to this request, whilst some among them said they wished the jest now to be at an end.

"So it shall," cried the colonel, in a voice of thunder, "and the most decisive reality shall take its place. Ye are peasants, and therefore can have no pretext for firearms. If ye are in need of protection, we will extend it to ye. Once more; throw down your rifles, or ye shall every one of ye be shot."

The deathlike stillness which astonishment at this unexpected treatment had produced amongst the betrayed people, was now broken by the unanimous cries of "Ha! treason! revenge! down with the traitors!"

With a scornful laugh the colonel received this ebullition. "What are those marmots below murmuring at, in their trap?" cried he, insultingly, and then added: "Delay no longer; do ye suppose that we cannot make our threats good?" Then turning to his troops, he said, "Fire a dozen shots into that fir-tree in the midst of those fellows below; let them see that your guns are not loaded with swansdown." The sudden fire of muskets was followed by a thick shower of small branches and leaves, swept down by the bullets as they whistled through the tree, and falling upon the heads of the men below.

At this moment Hans felt somebody pulling at his sleeve. It was Peter, who said to him, in a voice stifled by rage: "Those fellows above have been reckoning without me. If my powder-horn and bullet-pouch are empty, so are not my pockets. Here," handing him a rifle cartridge—"take aim at the villain, our captain, and I will shoot down the swaggering colonel."

"Art thou mad?" replied Hans, suddenly pushing aside the weapon which Peter had already raised, and was preparing to take aim. "If we two were alone it might answer to do as you say; but now nine hundred of our faithful friends would have to pay for our deed by their lives—much too high a price for those wretches." Saying this he threw down his rifle. Peter gazed at his beloved gun in an agony of grief and vexation. His eyes glowed with rage, whilst hot tears fell upon the bright-polished barrel, and his were the last hands that parted from the often exercised weapon.

"They are an infamous gang of thieves!" he muttered between his teeth as he quitted the place of their

* The peasants of Salzburg were allowed the use of arms, and were therefore readily formed into a military force. It is recorded in the Chronicle of Salzburg, that in 1606, under the Archbishop Wolf Dietrich, they raised three standards against the Turks, and, under the command of Von Stadion, displayed great intrepidity at the siege of Stuhlweissenberg, which has alternately owned for its masters both Imperialists and Turks.—*Geographie von Salzburg*, p. 137.

shameful defeat, in company with Hans, all leaving their rifles behind them. "Was it not our own property that they took? I wish that thou hadst shot me rather than suffer this disgrace." And in a bitter rage he left Weinleidtnr.

Having reached home, Peter went to his desk, and taking from it all his ready money, and a large parchment, covered with numerous seals, he mounted his horse and left his estate. It was well for him that his military guests had not returned from their morning's feat of heroism.

"As thou camest to me, so do I part from thee," said he, smiling, as at the gate he cast a farewell look at the Schüppelhof. Soon afterwards he made a hurried visit to Weinleidtnr's cottage. "Hans," said he, drawing him aside, "I am going to the good King of Prussia. The Schüppelhof was not made for me, nor I for it; I have therefore given it to Barbara and her brothers. Here is the deed of gift, which I had privately prepared, and had it legally confirmed long ago. The present time is the best to put you in possession of it. Ask me no questions. Do not detain me. The knife is at my throat, and the clergy at my heels. I should not like to count the steps that lead down to the dungeons in Castle Werfen. Thou wilt know soon enough what has happened." Thus saying, he shook them all by the hand, bade them a hasty farewell, and departed.

CHAPTER XVI.

A SEQUESTRATION was laid upon the Schüppelhof, and the soldiers quartered there were immediately withdrawn. Such of them as had formerly lodged in Manlicken's cottage, now again occupied it, thereby occasioning the greatest inconvenience to the family. Nevertheless, Hans, guided by sound discretion, forbore to assert his claim to the Schüppelhof, because then the estate would have been completely dissipated by new and oppressive burdens, and an immoderate quartering of soldiers. He therefore thought it best to wait for peaceful times. Meanwhile, the imperial cavalry, consisting of the dragoon regiments under the command of the Princes Eugene and Staremberg, together with the cuirassiers of Prince Philip of Wurtemberg, advanced into the little mountainous district, so that the total number of foreign soldiers amounted to six thousand. Among the dragoons of Prince Eugene, there were many Protestants, who, instead of annoying the Salzburgers, rendered them every possible assistance, prayed with them, read the Bible to them, and encouraged them to adhere steadfastly to their faith. This, however, was no sooner discovered, than they were withdrawn and replaced by others, who delighted in placing every obstacle in their way to prevent the exercise of their religion.

Encouraged by the support of so large a body of imperialists, the archbishop now thought that he might safely bid defiance to the multitude of Protestants, and therefore threw off the mask of seeming indulgence towards them. An archiepiscopal edict was issued on the 31st October, 1731, the anniversary of the Reformation, threatening the Protestants with an irrevocable expulsion. By the peace of Westphalia all emigrants on account of their religion were allowed the space of three years to arrange their affairs; but the archbishop in this instance granted to those who were not proprietors of land, only fourteen days from the date of the publication of the edict, to the period at which they were to leave the country; to landowners whose possessions were under the value of one hundred and fifty florins, one month was given, and above that and under five hundred florins, two

months; to those who had more than five hundred florins in immovable property, such as fields, grounds, and tenements, he allowed the space of three months to settle their pecuniary affairs. At the same time they were prohibited to sell their cattle, either in foreign countries or to foreigners. The same interdict was placed on their landed property. In consequence of these orders, the Salzburgers were compelled to dispose of their possessions at nearly nominal prices; this indeed was the object that the advisers of the misguided archbishop had in view, and by which they expected to fill their pockets at the expense of the unfortunate sufferers. The latter, moreover, were obliged to pay into the treasury a part of the money obtained by the sale of their effects, by way of fine for having rebelled against their prince. Those who referred to the articles of the peace of Westphalia, were answered that they did not relate to unmarried persons, day-labourers, and non-proprietors, and that the archbishopric of Salzburg in particular was not comprehended in that treaty. The Protestant workmen in the salt works, smelting-houses, foundries, timber-drifts, and similar establishments, were forthwith discharged; and the possessors of the largest farms were only allowed to have one man, and one woman servant, up to the time of their expulsion. The Protestants were not permitted to attend divine service, and their artisans and other tradespeople were compelled to abandon their avocations, and in the mean time the Catholics were allowed to profit by them. No oppression, however, could overcome the constancy of these poor people. They still relied with great confidence on the protection of the Protestant sovereigns, who through their ambassadors transmitted energetic remonstrances to the archbishop. Even the Emperor Charles VI publicly condemned what he termed the inhumanity and barbarity of Leopold Von Firmian; but all remonstrance was ineffectual to procure more than the space of two months longer to the landowners.

The King of Prussia was the first German prince who, soon after these events, strenuously interfered in behalf of the oppressed. He declared the exiles to be his subjects, and threatened to indemnify them for their losses by giving them the property possessed by the Catholics in the bishoprics of Magdeburg, Hulberstadt, and Ravensburg. A similar reparation was menaced by the Danish minister, Von Holtze, in the name of his sovereign. Holland, however, was the first to make reprisals on the Catholics, by closing several of their churches. These steps in their favour were not quite unknown to the Salzburgers, although on all the frontiers spies were stationed, and all letters were intercepted. They therefore deemed their expulsion an improbable event, and, devoid of anxiety, continued daily to follow their wonted employment.

THE GOLD-FIELDS AND DIAMOND-BEDS OF SOUTH AFRICA.

BY T. BAINES, F.R.G.S.

THE existence of gold-fields in South Africa is no new discovery. Vasco di Gama, after rounding the Cape of Good Hope, reached the Zambesi, or river of good signs,* in 1498. In 1502, he visited Sofala, and among the productions of the country gold was heard of specially. In 1569, three ships, with a thousand men,

* He found at Mozambique large vessels with sails of palm-leaf matting, but without decks, manned by Arabs, who not only traded along the coast, as had been their practice from early times, but, being acquainted with the use of the compass, extended their voyage to India.

mostly volunteers of rank, sailed from Lisbon to take possession of the gold-mines of Monomotapa, to the westward of Tette, on the Zambesi, and those of Manica, more to the south-west. They were abundantly supplied with horses, asses, camels, and provisions. At Senna, on that river, they found many Arab and other traders, who offered much resistance to their progress. Their horses died, probably from the bite of the Tsetse fly, though they suspected the Arabs of poisoning them. Barreto, the leader, continued his march with five hundred and sixty men, but they suffered so terribly from hunger and thirst, and the assaults of the natives, that he failed to reach the gold-fields.

When the Portuguese settled on the Zambesi, the washing of soil for gold dust became a recognised branch of industry, which was carried on at various points, north, south, west, and south-east of Tette. A merchant with his slaves carrying goods would proceed to the selected spot, and making a present to the chief, would obtain liberty to commence work. His slaves were told off into gangs, each of which had a confidential head man to oversee their work, and also to purchase gold dust for his master, and grain for the support of the party from the natives. And in this manner about 130 pounds of gold or more per annum were obtained; but when the slave trade offered a more lucrative mode of disposing of the native labour the washings were almost abandoned, and the supply of gold fell to eight or ten pounds yearly.

Dr. Livingstone, in passing from Linyanti to Tette in 1856-7, noticed among the hills between the Kafue and Loangwa, to the west of Zumbo, on the Zambesi, a strongly-marked depression, evidently waterworn, as if the current had been deflected northward toward the Maravi country, north of Tette. In this lay many of the principal gold-washings. Dr. Livingstone, during his stay in Tette in 1856-7, examined what were formerly the gold-washings of the rivulet Mokorozê, ten or twenty miles north, in the sixteenth degree of south latitude, where the banks were still covered with fine mangotrees, planted by the Portuguese who engaged in the work. The sand was put into a wooden bowl with water, and washed with a half rotatory motion, which caused the coarser particles of sand to collect on one side: they were removed by hand, and the process continued till only the gold remained.

There were also six well-known washing-places, east and north-east of Tette—Mashinga, Shindundo, Missala, Kapata, Mano, and Jawa, gold being found both in clay thole and quartz. At the range Mushinga, to the N.N.W., the rock was so soft that the women pounded it in wooden mortars previous to washing. Round to the west, the Portuguese spoke of a rich station, called Dambarari, on the river Panyamê, near Zumbo. Farther west was the now unknown kingdom of Atütua, famous for its gold; and then, coming round toward the south and east, were the gold-washings of the Mashona, or Bazizulu. And still more east the yet richer district of Manica, the supposed Ophir, the gold dust of which seen by the doctor was as large as grains of wheat. A pair of compasses with one leg placed at Tette, and the other extended to three and a half degrees, brought round from the north-east of Tette, to west, to south, and to south-east, would touch most of the gold country, the richest parts being nearest the circumference, while a valuable coal-field near, almost on the fertile banks of the Zambesi, lies in its centre.

Major Secard, the kind-hearted commandant of Tette, presented Dr. Livingstone with a golden rosary, the work of an instructed native, and specimens of native

gold and coal, which are now in the Geological Museum at Jermyn Street, London. When I was myself on the Zambesi, in 1858, I saw several of the slaves, or rather serfs, of Major Secard, working very cleverly in native gold. A pan of charcoal, a few crucibles of various sizes, a couple of feet of a musket barrel for a blowpipe, a plate of steel or iron pierced with holes for wire-drawing, and a few rough-looking hammers, pincers, etc., composed the apparatus with which, squatting on the ground under the shelter of a rude straw hut, they turned out really very creditable specimens of rings, chains, crosses, and other ornaments. And a Portuguese gentleman of whom, by Dr. Livingstone's desire, I had painted a portrait, presented me with an exceedingly neat watch-guard of fine wire, worked up exactly in the manner of the Trichinopoly chain. This, as a specimen of native material and work, I valued very highly, but it was unfortunately stolen from the officer who kindly undertook to convey it to England for me.

I may also mention that in 1849, when I was in the country of the Dutch African emigrants, north of the Vaal River—now the Trans Vaal, or South African Republic—I frequently heard of native chiefs to the north, in whose country gold was found in considerable quantities. I do not remember at this moment that I actually saw any specimens; and it would have been imprudent to evince much curiosity on the subject, as the Boers did not engage in search for it, and rather wished to keep its existence a secret, lest English adventurers should be tempted into their adopted country, and they themselves again be brought into subjection to the British Government. Nevertheless, with the aid of my friend and fellow-traveller, Joseph Macabe, I constructed a map of the Trans Vaal country and the Limpopo River, so far as he had explored it; and this, incorporated by Mr. H. Hall in his map of South Africa, approximated so nearly to correctness, that though additions have been made, no alteration that I am aware of has been yet found necessary. I mention this chiefly because it is in the country bounded by the Limpopo on the south and the Zambesi on the north, that the gold-fields which our countrymen are now successfully working out are situated; and before relating the circumstances that have led to their occupation, I will so far trespass on the patience of the reader as to quote from the annual address of Sir Roderick Impey Murchison, the president of the Royal Geographical Society, a few remarks bearing on this subject:—

"The colony of Natal seems destined to rise to considerable importance if the coal—which is plentiful in its north-western parts—should be rendered useful by the construction of railroads to convey it to Pieter-Maritzburg and Durban. I have reason to think this coal is of palæozoic times, and of the best quality. I have recommended her Majesty's Government to send out a mining engineer to report upon it, for the capability of supplying our steamships with fuel on the coast of Africa would be an immense advantage. The colony has also been much excited by the discovery of gold in and near Moselekatse's country, to the north-west of the Trans Vaal territory, and hitherto noted chiefly for its ivory and ostrich feathers.

"M. Carl Mauch, a young German geologist, leaving Trieste in 1863, has been travelling in South Africa since 1865, and becoming acquainted with Mr. Hartley, an elephant hunter, who has traversed all the highlands which form the broad-backed watershed between the Zambesi on the north and the Limpopo on the south, and who informed him of the existence in these high and rocky lands of the relics of ancient metalliferous excavations, M. Carl

Mauch explored them in two localities, one in south latitude $20^{\circ} 40'$, on an affluent of the Limpopo, and the other on an affluent of the Zambesi, about forty miles south of Tette. He discovered rich auriferous white quartz rocks, embayed in a variety of ancient crystalline rocks, whether hard slates (probably Silurian) or various igneous rocks, including a great predominance of granite and diorite. The loftiest part of this elevated tract being 7,000 feet above the sea, in south latitude $19^{\circ} 50'$, and east longitude $28^{\circ} 35'$, presents in parts great accumulations of these broken masses of granite, to which my illustrious friend, the late Leopold von Buch, assigned the appropriate name of Felsen Meer, or a sea of rocks. Many travellers have considered these to be boulders, whereas they are, in fact, the results of decomposition *in situ* as seen in many granite countries.

"The auriferous quartz rock which, in places, is still seen to rise a few feet above the surface, has, where rich in gold, been quarried down in open trenches to the depth of six feet or more. The works seem to have been abandoned from the influx of water, and in one spot remains of smelting operations, with slag scoriæ and relics of lead ore, were observed.

"Of the auriferous territories, the northernmost, on a tributary of the Zambesi, is the most sterile, and this explains why the Portuguese never made much of it, only small quantities being washed down by the rivers south of Tette.

"On the other hand, the rich tract on the river Thuti or Tuti, an affluent of the Limpopo, and the proof of ancient works there, favours the suggestion I offer, that the Ophir of Solomon was near the mouth of that great stream. The tract is precisely where, as a geologist, I should have expected to find gold, *i.e.*, in the elevated ancient slaty quartzose rocks (probably Silurian), with granite and greenstone, which form the mountains in south latitude 21° , that form the watershed of some of the tributaries of the Zambesi and Limpopo.

"This discovery leads me to consider the suggestion made two years ago by Mr. George Thompson, that the Ophir of Solomon might, after all, have been on the country of the Limpopo—in support of which he quoted the current reports of the existence on that stream of the ruins of an ancient city. It was this belief that led the Portuguese to send expeditions to south-east Africa, where the relics of churches built by the Jesuit fathers may still be traced; but they were not successful, having failed to search far enough south from the Zambesi.

"It was at one time thought that Ophir was in Arabia; but this is not likely, as from the structure of the country the traders from Tarshish could find no gold on the shores of the Red Sea. The African rivers north of the equator bring down no gold dust, neither is the country between Zanzibar and the Zambesi auriferous. It is only on reaching to the south that auriferous rocks occur in the interior, from which the waters flow to the Zambesi on the north, but chiefly to the Limpopo on the south. I venture therefore to say that this was in all probability the source which supplied the ancient Ophir. It was rich in ivory; and if Hebrew scholars think that the Biblical writers might not clearly distinguish between the feathers of the peacock and the ostrich, another difficulty vanishes. It is also rich in ebony, and these may have been the almug-trees of which Solomon made pillars for the house of the Lord—sandal-wood, as suggested by the late Mr. Crawford, being too small for that purpose."

With regard to the discovery of the gold-fields, I can only say briefly that I have long known of Mr. Hartley

as a most enterprising trader and elephant hunter, and I can well believe a story which I have recently heard of him, as being characteristic, not only of himself, but as showing the sort of man needed to make his way among, and win the confidence of, the wild tribes of the interior. Hartley, with some other hunters, mostly Dutch, had made his way to the residence of the despotic chieftain Moselekatse, who, not content with the presents they had selected for him, determined to possess himself of everything, even to their cattle, their waggons, and their guns. The rest submitted to be robbed, but Hartley stoutly refused; he had given all he could spare, but he could not shoot elephants without his gun, and he would not part with it. The chief felt a sentiment of respect for a man with spirit enough to dispute his will, and lent Hartley the waggon he had just accepted from him, upon his promise to return it after he had collected his ivory and carried it to Natal. Of course Hartley kept his word. He bought new waggons with the proceeds of the ivory, returned the original waggon to Moselekatse, and became the privileged hunter in the tyrant's domains.

Hartley informed Carl Mauch of the existence in those rocky highlands of the relics of ancient metalliferous excavations, and the ardent young geologist accompanying him explored the localities; and though the suspicions of the natives, aroused by his strange and to them inexplicable proceedings, checked him considerably, he obtained and sent home specimens sufficient to establish beyond a doubt the richness of the veins. Some of these, in small grains, embedded in quartz, and others in alluvial soil, were shown us at the rooms of the Royal Geographical Society, by J. J. Pratt, Esq., the consul for the South African Republic.

The Cape papers of April 16th contain the record of the starting of the first party of gold diggers, under the leadership of Mr. Hartley and Captain Black; and from others of July 16th and later dates, we learn that they are working with every prospect of success, not less than sixty or seventy men being at work between the Tatin and the Ramakhoban. They had left off washing in the alluvial ground; but, attracted by the richness of the gold veins in the surface quartz, had commenced blasting the reefs, the vein growing richer as they advanced, being sometimes more than an inch broad, and small pieces of quartz containing from £1 to £3 worth of pure gold. One specimen received at Port Elizabeth was valued at the rate of £12,000 per ton.

The public at home will be glad to learn that the gold-diggers are at present on good terms with the native chief, Matjen, whose independence it appears has been acknowledged by Moselekatse. They are paying the chief £1 per man for six months' licence to dig, and one of the Europeans is acting as his agent to collect his dues; and, of course, they have to purchase from him or his people such grain or other provisions as the country affords, and to hire natives as servants or assistants in various capacities. But Matjen has sense enough to perceive that complications may arise, and that he is not competent to the task of governing an already large and still increasing community of Europeans; and therefore, with the concurrence of his missionary, he has written to the governor of Cape Colony, requesting him to take measures for the government of his own people. I sincerely trust that such equitable measures will be taken, as while they secure to our countrymen the due reward of their own labour, will also guarantee the chief against any loss of dignity among his own people, and will make the contact with industrious Englishmen a benefit and a blessing to the natives.

I find I have left myself but little room to speak of the other source of wealth, the finding of diamonds on the borders of the Cape Colony. The Orange River has long been looked on as a probable place in which to search for jewels; but remote farmers are not generally competent judges of the value of the stones picked up, and some, which were valuable diamonds, were lost through carelessness, while one was smashed to fragments upon an anvil, because a diamond was supposed to be the *hardest* of all known substances, whereas, in reality, it is also nearly the most brittle, and it would be dangerous to let a valuable diamond fall upon the floor. At length one was sent down to my friend Dr. Atherstone, in Grahamstown, and he decided on forwarding it to the Cape, whence, after being valued, it was sent to the Paris Exhibition. Much anxiety was manifested by the finders of this and subsequent jewels, as to the right of the Crown to all minerals and precious stones; but the governor, Sir Philip Wodehouse, very properly and liberally took upon himself to waive that right for the present, thus giving the finders the full advantage of their good fortune.

I believe six well-authenticated diamonds have been found, one of them by a Hottentot, near the missionary station of Pniel, about the junction of the Vaal and Orange Rivers. He showed it to his missionary, who sent it to Dr. Atherstone. He pronounced it a diamond of great value, worth perhaps £500 or more, and received instructions to send it to the care of the colonial secretary in Cape Town, to be held or disposed of for the benefit of the finder. I have just seen two of the diamonds, which have been bought by Sir P. Wodehouse and are in the possession of Messrs. Garrard, jewellers to her Majesty, in the Haymarket. One weighs 21½ carats, and the other 8½ carats. The smaller one would be worth £200. The other, if placed on a half-sovereign, would not project over its rim, but is a trifle heavier, and a thousand times more valuable, than that coin. The fact of six or seven such diamonds having been found almost in one locality, in so limited a time, is remarkable, Brazil producing one of such value only in about twelve months. And Mr. Tennant directs the attention of searchers to small stones and dust which are worth £50 per ounce, pointing out that if diamond dust could be gathered in such abundance as to reduce its price to £5 per oz., many substances which cannot now be profitably worked would become useful.

THE MIDNIGHT SKY AT LONDON.

DECEMBER.

BY EDWIN DUNKIN, F.R.A.S., ROYAL OBSERVATORY.

THE midnight sky is perhaps more brilliant in December than in any other month of the year at the same hour. Some of the finest constellations which adorn the heavens south of the zenith are now in conspicuous positions. Among these, Aries and Taurus, west of the meridian, Auriga, Orion, and Canis Major, almost due south, or on the meridian, and Canis Minor, Gemini, and Leo, in the east, may be specially mentioned. Adding to the above the circumpolar constellations north of the zenith, Ursa Major, Ursa Minor, Draco, Cassiopeia, and others, we have at one view the majority of the principal stars visible in the northern hemisphere. Any one stationed so as to command the whole of the sky above the horizon, can at this time perceive the following first-class stars:—Aldebaran, Betelgeuse, Rigel, Delta, Epsilon, and Zeta Orionis (the three stars in the belt of Orion), Capella, Sirius, Procyon, Castor,

Pollux, Regulus, Denebola, Alpherat, Vega, Deneb, and the stars composing the well-known groups of Ursa Major, Perseus, and Cassiopeia.

Beginning as usual with the south-western quarter of the sky, or the right-hand side of the lower diagram, the observer is requested to look overhead, when he will notice a very bright star, Capella, about eight degrees from the zenith. Due west of Capella, the Perseus group can be distinguished in the Milky Way; its principal star, Alpha Persei, will be found inserted in the upper diagram, while Algol is in the lower, the imaginary line separating the two views passing between these stars. Alpha and Beta Arietis, the chief stars in Aries, are below Perseus towards the west; they can be identified in the diagram near the right-hand upper corner. Between Aries and the western horizon, the space is wholly occupied by Pisces. Taking Capella as a zero-point, and looking towards the south-west, we pass over the thickly-studded constellation Taurus, the position of which is easily recognised by the Pleiades group, and by Aldebaran, with its companion stars the Hyades. Below Taurus and Aries, in this direction, Eridanus and Cetus extend to the horizon. The stars immediately below Aries belong to Cetus, and those near the south-west horizon to Eridanus.

From the zenith to the horizon, along the plane of the meridian, we pass over Auriga, which now occupies the sky directly overhead. Its principal stars, Capella and Beta Aurigæ, are near the zenith, the latter being on the meridian. Below Auriga, the two signs of the zodiac Taurus and Gemini join each other, and beneath these the brilliant assemblage of stars composing the Orion group is at its greatest elevation. Directly below Orion, the small constellation Lepus can be identified by some moderately bright stars; and south of Lepus, very near to the horizon, a few stars in Columba can be seen on clear nights when the south horizon is free from haze. The bright star about halfway between the zenith and the upper stars in the quadrilateral of Orion is Beta Tauri, or Nath, the second star in Taurus. We have given on another page a separate diagram of Orion on a larger scale than that adopted in the sky views, and have also inserted the names of all the principal stars in that favourite constellation. For this reason it will be sufficient, therefore, to state here that the north-western star of the quadrilateral is Bellatrix, or Gamma Orionis; that in the north-east is Betelgeuse, or Alpha Orionis; that in the south-west corner is Rigel, or Beta Orionis; and that in the south-east is Kappa Orionis. The most westerly of the three stars in the belt is Mintaka, or Delta Orionis; the central one is Alnilam, or Epsilon Orionis; and the most easterly star is Zeta Orionis, or Alnitak.

Some very prominent stars are contained in the south-eastern quarter of the sky, but still a considerable portion of this division of the heavens is comparatively bare, especially east of Orion and Canis Major. Sirius, the most conspicuous of all the fixed stars, and several other objects in Canis Major, are now visible in the S.E.; some of them are, however, near the horizon. At some distance east of Betelgeuse, after passing across the Milky Way, Procyon can be detected as much from its intrinsic lustre, as by its forming, with Betelgeuse and Sirius, the most splendid stellar equilateral triangle in the heavens. North of Procyon, the twin stars Castor and Pollux can be recognised at a glance. The tolerably bright objects between Pollux and Orion all belong to Gemini. Looking due east all the stars in Leo are distinctly visible; many of them are, however, very near the eastern horizon. In the left-

hand upper corner of the lower diagram, Regulus, Gamma Leonis, and the remaining stars in the Sickle are inserted, but the other stars in Leo are outside the limit of the diagram. Although the absence of large stars in the south-east makes that part of the heavens look, by mere contrast, almost bare, yet one scarcely notices the defect on the clearest winter's night, on account of the unusual brilliancy of the meridian sky. Excepting Alpha Hydræ, or Alphard, there is scarcely an object between Canis Minor and the horizon above the fourth magnitude. Alpha Hydræ can be detected in this thinly-studded region of the heavens, by this total absence of any star of equal magnitude. The constellations Monoceros, between Orion and Canis Minor, Sextans, below Leo, and Cancer, between Gemini and Leo, contain no star of sufficient prominence for a special indication of its position. The planets Mars and Jupiter are both visible in December, at midnight, but they are in exactly opposite quarters of the sky. Jupiter is a few degrees above the horizon in the west, and within a short time of setting. He has, however, been the most conspicuous object in the south-western sky during the evening hours. Mars is in Leo, a little south of east, a few degrees below Regulus.

North of the zenith, the midnight sky contains portions of several well-known constellations, which at the same hour in other seasons of the year are included in the south sky. Many of them are, however, near the horizon. Beginning at the west, and passing round the horizon from west to north and east, some of the principal stars in Pegasus, Cygnus, and Lyra, can be seen very low down on the western side of the meridian, and those in Hercules, Boötes, Coma Berenices, and Virgo, on the eastern side. The horizon due west and east is occupied by Pisces and Virgo respectively. Nearly the whole of Andromeda has passed from the lower to the upper diagram since last month. Polaris is very easily identified, as it is the most important star between the zenith and the pole. This district of the heavens is entirely occupied by Camelopardus. The meridian between Ursa Minor and the north horizon passes through the widest portion of Draco, whose two brightest stars, Beta and Gamma, are at about twelve degrees altitude, Beta having just passed the lower meridian, to which Gamma is approaching. These two stars indicate the position of the head of the Dragon.

In the north-western sky, the chief stars in Cassiopeia, Cepheus, and Andromeda, can all be readily traced. Cassiopeia is very favourably situated in the north-west, midway between the zenith and horizon. The apparently lowest object of this group is Beta Cassiopeia, the leading star of the constellation. In the W.N.W., or in the upper part of the diagram on the left hand, the stars all belong to Perseus or Andromeda. It has been already mentioned that one half of Perseus is contained in the upper, and the other half in the lower diagram, thus separating the two principal stars in this asterism. Below Perseus, towards the west, the first tolerably-bright star is Gamma Andromedæ, the next Mirach, or Beta Andromedæ, and that near the limit of the diagram Alpherat. All these stars can be recognised in the heavens, in the order we have given, by looking a little south of west. Cepheus is north of Cassiopeia, and north-west of Polaris, and in the same direction, near the horizon, Deneb, or Alpha Cygni, is the brightest star now visible in this quarter of the sky. Vega is above the horizon, but only by two-thirds of a degree. The haze is, however, always dense enough to obscure it. This star has been observed occasionally in former years, when in this position, by the Greenwich meridian

instruments; but since the growth of London in the north-eastern suburbs, the increased impurity of the atmosphere has prevented any observations being made.

Ursa Major is the principal constellation in the north-eastern quarter of the sky. Its position can be perceived by its seven chief stars. It extends to within twenty degrees of the zenith. Dubhe and Merak, the Pointers, are now the uppermost of the stars in Charles's Wain. This group is approaching that part of the sky in which they were situated in our first diagram in January. By an inspection of the twelve diagrams of the north sky, the effect of the seasonal changes, independently of the daily variations owing to the diurnal rotation of the earth, can be easily followed by noticing the monthly positions of this well-known group. Every day in the year these stars, in common with all the others, have apparently revolved in a circle, of which the celestial pole is the centre. They have also, as we explained in March, revolved around the pole once during the year, as a consequence of the revolution of our globe in its orbit around the sun in the same time. They have, in fact, revolved 366 times in 365 days. All the circumpolar constellations would serve as examples of the seasonal variations of the positions of the stars, for any given hour, as well as Ursa Major, but the well-defined form of this group makes it more easily recognised than any other. If we except Ursa Major, there are not many bright stars in December in the north-eastern midnight sky. Kocab, and Gamma Ursæ Minoris, to the left of Charles's Wain, and Cor Caroli to the right, are the principal objects after the seven in Ursa Major. A close pair of stars near the upper part of the diagram are Iota and Kappa Ursæ Majoris, situated in the Bear's fore-foot, and a similar pair a little lower, but more to the right, are Lambda and Mu Ursæ Majoris, in the right hindfoot. These two pairs of stars are very clearly seen in the heavens.

Auriga, the Charioteer, one of the ancient asterisms, is generally represented on celestial maps holding a goat and two kids in his left hand. By the Arabs he was termed the Guardian of the Pleiades. According to the ancient mythology he was placed, after his death, among the stars, on account of his invention of chariots, and for his skill in the management of horses. The goat and the kids were supposed to have been given a place in the heavens in honour of Amalthea, a daughter of Melissus, King of Crete, who, with her sister Melissa, fed Jupiter with goats' milk during his infancy. It has also been suggested that Auriga was a scientific representation of the fable handed down to us of Phaëton. Two small stars in the kids, Zeta and Eta Aurigæ, named the Hædi, were regarded in days of yore as having an unfavourable influence on the weather. Callimachus says in an epigram of the Anthologia,—

"Tempt not the winds, forewarned of dangers nigh,
When the kids glitter in the western sky."

Capella, the principal star in this constellation, is situated on the body of the goat, or rather on the left or western shoulder of the Charioteer. At midnight in December it is only a few degrees from the zenith, where it shines with great brilliancy. In summer, at midnight, it is a conspicuous object near the north meridian, at an altitude of about seven or eight degrees, and is consequently always above the horizon of London. Capella is slightly east of the Milky Way, and occupies the summit of a triangle, the base of which is formed by uniting Alpha Cassiopeia and Polaris. The nearest three small stars inserted in the diagram south-west of Capella mark the position of the kids. Beta Aurigæ,

the second star in this constellation, is on Auriga's right shoulder, and is now on the meridian about six degrees from the zenith. Auriga is bounded on the north by Camelopardus, on the east by Lynx and Gemini, on the south by Taurus, and on the west by Perseus. In the catalogues of the ancients, the positions of about fourteen stars were registered. Hevelius, in the seventeenth century, included forty in his "Uranographia," Flamsteed sixty-six in his "Historia Celestis," while Bode,



INDEX-MAP, LOOKING NORTH, DECEMBER 15.

by collecting together a smaller class of stars, has inserted two hundred and thirty-nine in his atlas. The stars in this constellation are very easily found by alignment, especially as Capella is such a brilliant isolated object. A long line drawn southward perpendicularly to the Ursa Major Pointers will lead to Auriga. But if we look in an upward direction from Orion, we may profitably take the rhymers' advice, Nath being Beta Tauri on the tip of one of the horns of Taurus.

"From Rigel rise, and lead a line through Bellatrix's light,
Pass Nath, upon the Bull's north horn, and gain Capella's height—
Where a large triangle is form'd, isosceles it seems,
When Beta is with Delta join'd to lustrous Alpha's beams."

Camelopardus is a modern constellation introduced into the heavens by Hevelius. It contains no star above the fourth magnitude, although it occupies nearly



INDEX-MAP, LOOKING SOUTH, DECEMBER 15.

all the space between Auriga and Ursa Minor. Camelopardus has Ursa Major and Lynx on the east, Perseus and Auriga on the south, Perseus and Cassiopeia on the west, and Cepheus, Draco, and Ursa Minor

on the north. Lynx is also one of the introductions of Hevelius from the outlying districts not constellated by the ancients. Like Camelopardus, Lynx contains no star greater than the fourth magnitude. It is inclosed by Ursa Major, Camelopardus, Leo Minor, Cancer, Gemini, and Auriga. Leo Minor is another constellation in this neighbourhood with no conspicuous star. It is situated between Leo and Ursa Major.

Lepus, the Hare, is a small constellation due south of Orion, and one of those known to the ancients. Four small stars just below Rigel point out the position of the two ears of the animal. South of these four stars, three others of the third magnitude belong to Lepus. Columba Noachi, or Noah's Dove, is very near the horizon below Lepus. Its principal star is of the second magnitude. Columba is a modern introduction among the constellations.

Although Fluvius Eridanus is an immense asterism, extending from Orion in the east to Cetus in the west, and to a point considerably below the horizon of London, it contains very few prominent stars visible in these latitudes. Achernar, the principal object in Eridanus, is, however, a very brilliant member of the southern skies. Beta Eridani is situated very near Rigel in the direction of the Hyades. Monoceros, east of Orion, contains no object worthy of special notice, excepting that the Milky Way passes through it. The four constellations, Lepus, Columba, Eridanus, and Monoceros, all of which are not very distant from the brilliant Orion, need no further description.

The course of the Via Lactea, or Milky Way, is generally laid down with great precision in all celestial maps, but the reader will be able to gather some idea of its position, with respect to the stars, by the series of diagrams which illustrate these papers. This very remarkable nebulousity extends over a vast portion of the celestial sphere, diverging, at a certain point, into two branches, which afterwards reunite. To the eye it has the general appearance of a diffused milky light, but of variable intensity. When viewed, however, with a very powerful telescope, it is seen to consist of innumerable stars, so crowded together at such immense distances from us that their combined light only produces to the naked eye that nebulous appearance by which it is distinguished. The Milky Way is inclined to the celestial equator about sixty-three degrees, which it intersects in the constellations Monoceros and Aquila. Its breadth is very irregular, in some parts being only three or four degrees wide, while in others it spreads over from twelve to sixteen degrees. Confining ourselves to that part of the Via Lactea situated above the horizon of London, we find it in the constellation Scorpio, from which it traverses in succession, Aquila, Vulpecula, Cygnus, Cassiopeia, Perseus, Auriga, between the feet of Gemini and the horns of Taurus, and then over the club of Orion to Monoceros and Canis Major. From the earliest ages it has maintained the same relative position with respect to the stars.

The multitude of minute stars seen in the Milky Way through such instruments as Sir William Herschel's forty-foot reflecting telescope, or with the still greater reflector of the Earl of Rosse, is one of the most marvellous exhibitions of stellar glory with which we are acquainted. On such occasions the stars are scattered over the field of view like glittering dust on the dark ground of the sky. From this we can clearly understand that the poet Milton was not writing pure imaginative thoughts when he explained this celestial girdle as—

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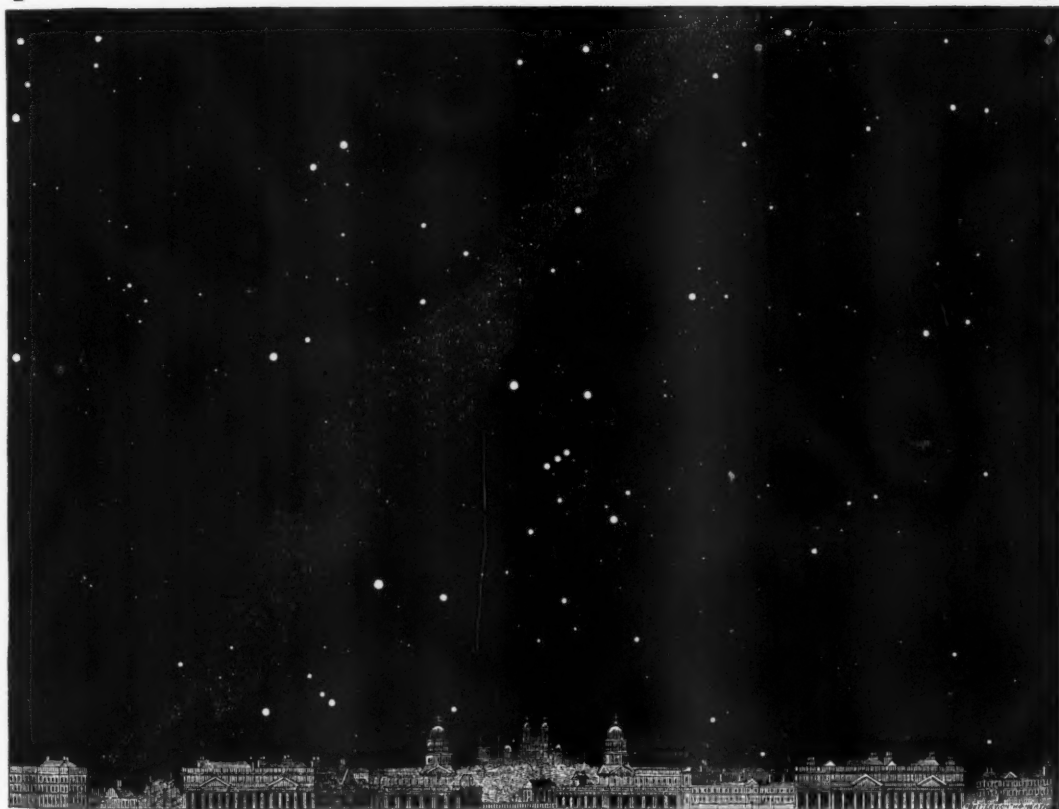
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THE MIDNIGHT SKY AT LONDON, LOOKING NORTH, DECEMBER 16.

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THE MIDNIGHT SKY AT LONDON, LOOKING SOUTH, DECEMBER 15.



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"A broad and ample road, whose dust is gold
And pavement stars, as stars to thee appear,
Seen in the galaxy, that milky way,
Which nightly, as a circling zone, thou seest
Powder'd with stars."

The variability of the light of the Milky Way can be perceived in a moment on any clear moonless night, when favourably situated. The most brilliant part of the northern half is that which passes through Aquila and Cygnus; but this is exceeded in the southern hemisphere, where the magnificence of the Via Lactea is considerably heightened by the proximity of a large number of very conspicuous stars, including those in Scorpio, Centaurus, Crux, or the Southern Cross, and others. Humboldt noticed that if in some large portions of the Milky Way the light is uniformly distributed, there comes immediately afterwards other regions where the most brilliant parts alternate with others comparatively free from stars, giving the appearance of an irregular luminous celestial network. In certain portions of this remarkable nebulousity, perfectly obscure places are found in which it is impossible to discover a single object, even down to the eighteenth or twentieth magnitude. For example, Sir John Herschel has remarked, that in the midst of a brilliant part of the Milky Way, near the Southern Cross, "surrounded by it on all sides, and occupying about half its breadth, occurs a singular dark, pear-shaped vacancy, so conspicuous and remarkable as to attract the notice of the most superficial gazer, and to have acquired among the early southern navigators the uncouth but expressive appellation of the *coal-sack*. In this vacancy, which is about eight degrees in length and five degrees broad, only one very small star visible to the naked eye occurs, though it is far from devoid of telescopic stars, so that its striking blackness is simply due to the effect of contrast with the brilliant ground with which it is on all sides surrounded."

In a former paper we have alluded to the greatest number of stars visible to the unassisted eye at any one time being no greater than two thousand, including every star down to the sixth magnitude above the horizon; but if we were to count the same number of stars in the Milky Way we should discover that they would be contained in a very small square space of this luminous stratum. For instance, Sir William Herschel found that in a part of the galaxy where the stars were most thinly scattered, eighty objects were, on an average, included at once in the field of view of his great telescope. Without moving his instrument, and simply allowing the stars to pass across the field by the diurnal rotation of the earth, he found that in the course of an hour 4,800 minute stars had passed before his eye. But when the telescope was presented to a rich portion of the Milky Way, he found no less than 588 stars, and during fifteen consecutive minutes no apparent diminution in their numbers could be perceived, one constant stream of objects entering and leaving the field of the telescope in the interval. Sir William Herschel estimated that at least 116,000 stars must have passed in review before him in that short space of time. Such immense numbers are therefore contained in a narrow zone of this wonderful assemblage of stars. Most of those interesting objects termed stellar clusters are situated in or near the Via Lactea, for Herschel found that 225 are within its boundaries, while only thirty-eight had been observed in other parts of the heavens. As the Milky Way only occupies about one-twelfth part of the celestial vault, and one-ninth of that visible in this country, it has been computed that stellar clusters are fifty-four times more abundant in the Via Lactea than in other portions of the sky.

Sir William Herschel found that this stellar stratum was almost fathomless, even with his great forty-foot reflecting telescope. More recent powerful instruments have, however, revealed multitudes of stars which appeared to him only as nebulous objects, and it is very probable that future improvements in the construction of astronomical telescopes will enable the observer to penetrate still farther into these realms of space. Estimating the thickness of the Milky Way by its apparent breadth, Sir William Herschel deduced that it is about eighty times the distance of stars of the first magnitude. This stellar mass must therefore pass beyond the limit of ordinary telescopic vision. From this we may infer that not only our sun, but every star visible to the unassisted eye, forms an integral part of the Via Lactea. The eminent Russian astronomer, the late F. G. W. Struve, has remarked that "if we consider all the fixed stars which surround the sun as forming one great system, that of the Milky Way, we are in perfect ignorance of its extent, and we have not the least idea of the exterior form of this immense system of worlds."

The magnificent appearance of the south meridian midnight sky of December is principally due to the prolific region occupied by the constellations Taurus and Orion. Aldebaran, the chief star in Taurus, is exactly midway between Bellatrix and the Pleiades. The vicinity of Aldebaran is unusually rich, and includes the group of the Hyades. This brilliant assemblage of stars has been thus eulogised by the astronomical rhymester:—

"In lustrous dignity aloft, see Alpha Tauri shine,
The splendid zone he decorates, attests the power divine:
For mark around what glitt'ring orbs attract the wandering eye,
You'll soon confess no other star has such attendants nigh."

Brilliant as the constellation Taurus is with respect to the number of visible stars, it cannot in any way equal Orion for the magnitude of its components. In the latter, the universally known three stars in the belt shine conspicuously by reason of their close relationship, as well as by their equal lustre. If to these we add the four forming the quadrilateral of Orion, we have the most attractive stellar group to be found in the sky. Betelgeuse and Rigel are two of our brightest stars. Bellatrix and the three glittering gems in the belt are of the second magnitude. Although Orion is not a very extensive constellation, yet it contains seventy-eight stars from the first to the sixth magnitudes. In the following diagram, we have given a representation of Orion, including the names of all its principal members, in order that the reader may be able to make himself acquainted with the individual stars of this favourite group as they appear in the sky. It will be perceived, by an inspection of the diagram, that the great brilliancy of the group consists in the quadrilateral and its inclosures, which unitedly form so great a contrast to the surrounding space, in which the paucity of stars is very marked, especially to the east, or left-hand side of the diagram occupied by Monoceros. The positions of the principal stars in the symbolical figure of Orion are as follows:—Betelgeuse on the right shoulder, Bellatrix on the left shoulder, Rigel on the left ankle, Kappa on the right knee, and the three stars Delta, Epsilon, and Zeta on the girdle or belt around the waist of the giant-warrior. The reader is referred for further details of the two constellations Taurus and Orion to the descriptions given in January.

The north and south sky-views for December 15th will also be available at 4 A.M. on October 15th, at 2 A.M. on November 15th, at 10 P.M. on January 15th, and at 8 P.M. on February 15th.

In December, 1868, three of the most brilliant of the planets are visible during the month, either in the morning or evening. Mercury is not in a very favourable position. He rises about an hour and a half before the sun in the first week, after which the interval

6th at 9.34 P.M.; new moon on the 14th at 1.33 A.M.; first quarter on the 22nd at 4.28 A.M.; full moon on the 29th at 1.48 P.M. She is nearest to the earth, or in perigee, on the 4th and 31st, and farthest from the earth, or in apogee, at midnight on the 19th.



MAP OF THE CONSTELLATION ORION.

gradually decreases till the last week in the month, when the planet and sun rise and set nearly together.—Venus is still a morning star, and a conspicuous object in the south-east. She rises on the 1st at 4.9 A.M., and on the 31st at 5.36 A.M. Venus is now passing on towards her superior conjunction with the sun, which takes place on the 9th of May, 1869.—Mars is daily increasing in magnitude and lustre, and is visible throughout the night. He rises on the 1st at 10.4 P.M., on the 15th at 9.30 P.M., and on the 31st at 8.36 P.M. Mars is situated in the constellation Leo near Regulus.—Jupiter is the evening star of the month. He is on the meridian or due south at 7.34 P.M. on the 1st, and at 5.43 P.M. on the 31st. He sets about due west soon after midnight.—Saturn rises and sets nearly with the sun; he is consequently very unfavourably situated for observation, either with the naked eye or through a telescope.—Uranus and Neptune are both in good positions for telescopic observation, the former in Gemini, and the latter in Pisces. Uranus may be seen through a small telescope, but Neptune is of too small a magnitude to be found without the aid of a superior instrument fitted with the necessary graduated circles for the purpose of setting to its exact position in the heavens.

At the beginning of the month the moon is in Gemini. On the 5th she is in Leo, near Regulus and the planet Mars, which on this day is in conjunction with the moon. She is not far from Venus on the morning of the 11th, from Mercury and Saturn on the 13th, from Jupiter on the evening of the 22nd, and from Aldebaran on the 27th. On the evenings of the 16th and 17th, the moon will appear as a fine crescent in the south-west near the horizon. Her principal phases or times of change are as follows:—Last quarter on the

ON THE ROAD.

BEFORE the days of iron rails and flanged wheels to fit them, before the days of "harnessed fire" and steam whistles, and express trains, I knew a little about travelling. Those who then desired to travel and had no conveyance of their own, were thankful enough to travel "by coach." Travellers were then comparatively few; their journeys were also comparatively few, and far between, and the rate of progress would now be reckoned decidedly slow. It was considered a great achievement when a four-horsed coach made the journey between Wolverhampton, Birmingham, and London in twelve hours. The proprietors who first undertook to accomplish this, continually advertised their coach in great black letters as "THE WONDER!" never omitting the note of admiration following the name. "The Wonder" was looked upon as the handsomest "turn-out" on the road. The coach was a pattern of build, spotlessly clean and bright, at least when starting. The guard and the bugle, the coachman, "the ribbons," and "the cattle" were the first of their kind. To see the coach start from the Swan Inn was deemed by "connoisseurs" quite a treat. "The Wonder" was set a-going when I was a schoolboy, and in our school it was held in no small admiration. The boys who admired fine horses and a "fine whip" were wont to steal out, as occasion served, to enjoy the treat of seeing "Dick Evans," as they impertinently called him, drive out of the Swan yard and up the hill. "The Wonder" always started from the yard, passing through a gateway or opening beneath a portion of the inn. The gateway was narrow and its roadway still narrower, being bounded at the junction with the street by two large dumpy blocks of stone, which left but a minimum of spare space beyond the breadth of the wheel track. The street itself was not wide, and ran at right angles with the roadway from the yard, so that a very sharp turn was of necessity demanded to bring the four horses and the coach out of the yard. The performance of this feat with four fresh, spirited animals, and without the slightest help from any man at the horses' heads, never failed to secure applause from certain sporting gentlemen, and certain big and little boys, to say nothing of accidental passengers in the street, and strangers staying at the inn.

I have said "The Wonder" was looked upon as "the handsomest turn-out" on the road. You might have thought so had you seen the start. A pleasant sight it was on a fine clear morning. The bright yellow coach, with its lettering of gold and black, and its wheels picked out with black, always looked as if it had just come from the builder's. The beautiful well-matched horses, with sleek smooth skins, and brilliant jet harness with silver-plated mountings, might have been the envy of a nobleman.

Though the fare was not lower—I think rather higher—than by other coaches, "The Wonder" commanded the preference. It seemed as if the proprietors conferred a favour by booking places, whilst passengers accepted as a privilege the opportunity of getting them. Consequently "The Wonder" was always full, and most exact as to time. The luggage was promptly stowed

and every passenger was settled in his place before the striking of the clock, the only vacant places being those of the coachman and guard. The guard swung himself to his place behind, and took his bugle from its basket, which hung beside his seat. "Dick," the chief proprietor, a master of his craft, who drove the coach the first stage, came out from the office with all the addition to the appearance of his fine person that tailoring and dress could give. What a smooth silky hat! You might have thought that, like the coach, it must be a new one every morning. What a rich shawl necktie! What a magnificent breast-pin! What a choice flower in the button-hole! What a contrast to certain dingy drivers of to-day! The reins and silver-mounted whip were taken in hand, and "Dick," as if he scarcely touched the steps, sprang to the box-seat, and on the first stroke of the hour the start was made. The skill of the driver was displayed in passing the aforesaid dumpy blocks of stone, deftly turning the angle of the gateway, and bringing his horses into line with the main road, whilst a burst of music broke from the bugle of the guard.

Punctuality was the soul of progress. "The Wonder" did not, whilst in motion, actually get on much faster than other coaches, but the guard strictly kept time, and not a moment was lost by delay. Others were long enough in changing horses to allow passengers to get down and up again; but with "The Wonder" none dismounted. At each stage the horses were kept to their pace till sharply pulled up at the station for the relay. Before the wheels were stayed, the driver unbuckled his bunch of reins, and was prepared on the instant of stopping to throw down two ends on each side. Four men were waiting, each of whom dexterously released a horse, and smartly substituted a fresh one in its place. Every moment thus gained was given to the general progress, and "The Wonder," without much extra wear and tear, accomplished its journey in less time than any of its predecessors, publishing to all thoughtful observers a striking moral on the value of moments. Rival and afterwards companion coaches were put upon the road, and it soon became a matter of course to do the journey in the same time with equal convenience.

In one of these opposition coaches I once had a narrow escape. As we were going down a hill, at the foot of which stood the posting-house, the horses turned restive: the driver lost control of them, and they started off. Thus I got the benefit of the fastest ride I ever had on a turnpike road. On our right side was a path, raised about six or nine inches from the road. I sat behind the coachman at the end of the seat next the foot-path. When we had gone some distance the wheels on that side were drawn up on the pathway for a few yards, and then suddenly came down with a jerk to the level of their fellows, though this level was not long retained. The coach received a swinging motion, so that as the horses furiously tore along it ran alternately on the two wheels to right or left, threatening to fall over, now on this side, and now on that. Towards the foot of the hill, where the ground approached the level, we saw that the road had been raised as an embankment above the adjoining meadows. We observed also that on the right-hand the footpath was without rail of any sort. There was what might be called a sunk fence. At this point the wheels again came upon the pathway; and as it seemed to me looking steadily down, the seat on which I sat was so carried over the edge of the sunk fence that I looked down perpendicularly on the sod in the field. How well I remember instinctively preparing to swing my legs outwards so that I might

come feet first to the ground, though this would probably have been of little use, since other passengers beyond me on the same seat would have most likely crushed me in the fall. Just then, in the critical moment, the top of the coach took its swing towards the left, the horses returned to the middle of the road; and at the next swing to the right, the wheels under me came to the ground with a bounce, and we were saved from falling into the field. Unchecked in speed, the horses still flew onwards, though we were in sight of the posting-house, where four fresh horses standing opposite were waiting for the change. As we passed, the wheel on my side struck the hinder part of one of these waiting horses, who stood diagonally to the course of the road. I saw the poor beast suddenly go down before the stroke, rolling over almost on its back. The collision gave us no small jolt, and yet we were not overset. We had scarcely time to note how the groom and ostlers stared. They took care to stand clear, and to give us "a wide berth." From the posting-house the ground began to rise, and directly before us lay a long steep hill. From the time of the "bolting" till now, not a word had been spoken, except perhaps by the coachman in his first attempt to check the runaways. As we came to the rise of the hill "coachee" began to swear at the horses, called them by the worst of names, slashed their hides fast and furiously; fiercely wished his "whip wor" strong enough to cut them up to ribbins."

"I'll teach you to run away. *I will!* You've come *nicely* down hill, *you have*, to please yourselves; and *now*" (as the whipcord whistled in the air) "you shall go fast enough up, to please me!"

Never surely were horses so flogged, *secundum artem*, before—hardly one passenger, I am afraid, for the time, giving them a grain of pity.

At what a rate were we whirled up that steep! till at last the stride of the beasts shortened; the pace slackened with a sort of collapse; and no flogging could induce them to "get on." At last we came to a dead stand. The jaded brutes, with a drunken reel, blowing, sweating, steaming, seemed ready to fall against each other.

They were then turned about, driven down the slope again, and this time *easily* brought up at the inn, only too glad to pause at last. Every passenger dismounted the moment the wheels ceased to roll. All breathed freely. What each might feel I cannot say; but I do not remember any distinctive acknowledgment of Providence, or utterance of gratitude. "It was a near chance." "We've had a lucky escape." "What a good job we had no women here."

We found one of the four fresh horses completely disabled. Poor creature!

"You can't go on with *him*—*that's* sure," said one of them, pointing to the maimed animal.

"He'll ne'er go n'more," said another.

"There's nought for it but to shoot him," ejaculated the landlord.

"He'll be a dead loss to *somebody*," said a calculating passenger.

"It's a wonder ye weren't all spilt," said a bystander.

While coachman, guard, and landlord discussed what was to be done, and whether a substitute could be found for the wounded horse, I thought there would be time to go and look at the embankment and the meadow, where we had so nearly been capsized. On examining the spot, the course of the wheels could be easily traced by a deep rut in the gravel, which abruptly ceased at the edge of the embankment, and was again continued

a yard or two further on, showing that the wheels on that side must have passed over some distance in the air, at the height of at least three feet from the sward below. As I stood and imagined the course of those wheels above the open field, and remembered the opportune swing of the coach in the safe direction at the critical moment, I saw most distinctly the peril of which I had a pretty strong impression in passing it. I shuddered at the remembrance of the possible catastrophe, which when imminent had hardly moved me, and I felt that our deliverance had been marvellous.

I am afraid I had, at the time, no very distinct or devout recognition of Divine Providence, but in after life I have often recalled it with surprise, and felt thankful for this merciful preservation. But for this, I might have been maimed for life, or cut off with short warning.

But it was not my purpose to run off into old recollections, on seeing the picture of the mail at Christmas-time. This is a scene which I once saw on the road. The mail was changing horses at the Red Lion. Like our own coach, the mail was hung round with game of all sorts, sent from country sportsmen to their cockney friends. The hares, with their downy fur, and the birds, with their bright feathers, made a show which it was then thought a sight to see on a Christmas coach. The body of the mail, a fine deep red, strengthened by dark shadows cast from its abundant top fringe of game, contrasted with the neutral luggage; the sombre dress of the passengers, the grey horses just released from the trace-hooks, and the dull surroundings, formed a central mass of well-ordered form and rich warm colour, the more striking to an artist's eye, from the winter accessories—a leaden sky, trees feathery with frozen rime, snow-covered roofs, and a snow-clad landscape with dazzling breadths of light borne out by shadows characteristically cold.

LIFE-BOAT SERVICES.

WE are unwilling to allow the year to close without reminding our readers of the services and the claims of the Royal National Life-boat Association. We happened this summer to be at Lowestoft on the day of the annual inspection of the life-boats of that port and of the adjacent parish of Pakefield. Besides the trial of the two life-boats, an exhibition of Capt. Manby's rocket apparatus for communicating with ships in distress, and other interesting experiments, formed part of the proceedings. Having made special inquiries as to the services rendered by the Lowestoft and Pakefield boats, it occurs to us that a brief notice of some of these may serve better than any general statistics to exemplify the humane and beneficent work of this noble institution.

On the 7th October, 1858, at eleven a.m., the barque *Zemira*, of Leghorn, with twelve Italians and an English pilot on board, ran aground on the Newcombe Sands, near Lowestoft, the wind blowing a hard gale from the S.W. at the time. The Pakefield boatmen, as soon as possible, launched the life-boat; but the greater part of their number being absent in Lowestoft Harbour, they could not be on the spot immediately; she was, however, afloat in about forty minutes, but the vessel had then broken up and disappeared. The life-boat's crew, nevertheless, determined to search the spot where she had been, with the chance of picking up any of her crew who might have been able to hold on by pieces of the wreck. On crossing the shoal, in a very heavy sea, the whole boat and crew were once completely immersed;

but, nothing daunted, they prosecuted their search, and happily succeeded in picking up eight of the crew floating about on pieces of the wreck at various distances from the spot, the last man picked up being two miles distant from where the main part of the vessel remained. The captain, three of the crew, and the English pilot, unfortunately perished. This service was considered to be altogether of so gallant and praiseworthy a character that the Board of Trade awarded medals to the coxswain and crew; and a considerable collection (£60) was raised by visitors at Lowestoft in testimony of their admiration of it, and given to the crew, who also received the highest scale of payment allowed by the National Life-boat Institution, viz., £2 to each man—10s. each being the ordinary sum for day service in its life-boats.

On the 26th October, 1859, the schooner *Lord Douglas*, of Dundee, parted from her anchors in a heavy gale from the south, and foundered off the village of Corton, on the Suffolk coast. The Lowestoft life-boat proceeded under sail to the spot, and having anchored to windward of the wrecked vessel, the crew of which had lashed themselves to the rigging, succeeded in saving them, five in number, drawing them through the water by lines thrown to them, and landed them safely at Corton.

On the same afternoon the Lowestoft life-boat performed another valuable service. Scarcely had she returned from saving the crew of the *Lord Douglas*, than another schooner, the *Silva*, of Glasgow, drove ashore at Corton, although lying with three anchors ahead. The life-boat had split her foresail in the previous service, but another was borrowed, and she again started on her mission of mercy, which, happily, was crowned with similar success, and the crew of the wrecked schooner were taken off in the same manner. Having split her borrowed foresail, the life-boat was compelled to land on Yarmouth beach, where the shipwrecked men were hospitably received into the Sailors' Home. The life-boat had to be left at Yarmouth until the 28th October.

On the 1st November, 1859, the crew of this valuable and efficient life-boat had another opportunity to distinguish themselves. The screw-steamer *Shamrock*, of Dublin, ran ashore on the above-named day, on the Holm Sand, during a heavy gale from the S.W. The Lowestoft life-boat was launched as soon as possible after the situation of the unfortunate vessel was perceived, and proceeded under sail to the spot, when she anchored, and the crew of fourteen men were with much difficulty hauled into the life-boat by lines thrown to them. The sea was said to be breaking over the mast-heads of the steamer, and repeatedly filled the life-boat. The danger of the service was much increased by the circumstance that a great expanse of shoal water lay close to leeward of the boat, and if her cable had parted, it was considered that the destruction of the boat and her crew might have followed. For this service the life-boat's crew received double the usual payment, or £1 each; and in testimony of admiration for this and previous distinguished services in the life-boat, the following men had, in addition, the silver medal of the institution awarded to them:—Richard Hook, coxswain; Francis Smith, Richard Butcher, Alfred Mewse, Thomas Liffen, James Butcher, and William Rose.

On the night of the 2nd November, 1861, the schooner *Fly*, of Whitby, was in a leaky state, and in danger of foundering near Lowestoft, in a heavy gale from the north. On her making signals of distress, the life-boat of the National Life-boat Institution, at Lowestoft, was launched through a tremendous surf, and proceeded to

her assistance. Some of the life-boat's crew were placed on board, and succeeded in taking her safely into Lowestoft Harbour. The vessel and her crew of four men would probably have been lost but for this aid.

On the 10th November, 1861, the Lowestoft life-boat was again instrumental in saving lives. The barque Undaunted, of Aberdeen, struck on the Newcombe Sand, in a south-westerly gale, and hoisted a signal of distress. The Lowestoft and Pakefield life-boats both put off to her aid, and together took off her crew of eleven persons, landing them safely. The barque shortly after became a total wreck.

Again, on the 14th November in the same year, two small vessels, the pilot cutter Whim, and the lugger Saucy Lass, were seen to be at anchor on the weather side of the Holm Sand, in an extremely dangerous position, and with signals of distress flying. A steam-tug was seen to be near them, but unable to approach near enough to render them any assistance, as the wind was blowing a heavy gale at the time, and a high surf was breaking on the sand. The Lowestoft life-boat was quickly launched, proceeded under sail to the sand, and succeeded in rescuing the crews of both vessels; the steamer towing her to windward after her rescue of the crew of the cutter, to enable her again to drop down into the broken water to the aid of those on board the other vessel. Seven men were taken from the cutter by the life-boat, and eleven from the lugger.

On the 26th February, 1862, the services of this valuable life-boat were again called into requisition. Early in the morning the boat of the brigantine Matilda, of Stockholm, with four of her crew and a Lowestoft pilot on board, found their way into Lowestoft Harbour, and reported that their vessel, with six more men on board, was ashore on the Corton Sand, and fast breaking up. The harbour steam-tug had, fortunately, her steam up at the time, and the Lowestoft life-boat having been manned, she took her in tow and conveyed her to windward of the sand, where they found the unfortunate vessel a broken-up wreck. The life-boat quickly made sail to the spot, and dropping her anchor amidst the broken fragments of the wreck, succeeded in rescuing four of the unfortunate vessel's crew, the remaining two having been washed off the wreck and drowned before her arrival. Captain Rivers, harbour-master of Lowestoft, went out in charge of the tug, without the aid of which the life-boat would not have reached the wreck in time to have been of service.

On the 23rd May, 1867, during a strong breeze from the N.E. by E., the brig Amicizia, of Genoa, was observed to take the ground in the Stanford Channel. The Lowestoft and Pakefield life-boats both put off to the rescue of the crew. The first-named boat arrived alongside the wreck first, and took off ten men from the rigging, afterwards landing them in safety. The Pakefield life-boat succeeded in rescuing the remaining four men. The vessel soon afterwards became a total wreck.

These cases are selected from a detailed record now before us, of all the services rendered by the Lowestoft and Pakefield boats. No storm, however violent, no hour of the night or season of the year, ever deterred the gallant crews from promptly hastening to the help of ships in distress. On many occasions master mariners and officers of the Royal Navy have led the way as volunteers to man the boats. The name of Captain Joachim, R.N., deserves to be mentioned, a veteran sailor, and one of the most gallant officers that ever went afloat on such emergencies, as his silver medals and

clasps with which he has been decorated by the Association honourably attest.

Since 1855, when these two boats were brought into connection with the central institution in London, they have saved about 220 lives from various shipwrecks on the Suffolk coast. And these are but specimens of the services rendered in this good cause by the 190 life-boats of the National Association all round the coast of Great Britain.

Original Fables.

BY MRS. PROSSER.

INCONVENIENCES OF "THE HIGHFLOWN."

"BAA, baa!" cried the little Lamb. "I've lost my mamma. Ah, who has seen my mamma? Baa, baa, baa!"

"Poor little heart!" cried an old Sheep that was busy nibbling the sweet short grass when the cry attracted her. "How long have you lost her, my dear?"

"Oh, a long, long time, and I can't find her anywhere. Baa, baa!" cried the little Lamb.

"Well, don't fret; I dare say she is not far off," said the kind old Sheep. "You look very tired: come and eat a bit of this nice grass, or lie down and rest, and I will go and look for her."

"Oh, thank you!" said the trembling Lamb, lying down at once.

"What is she like, my dear? Is she like *me*?" asked the old Sheep, as she turned to go on her search.

"Oh, dear, no!" cried the little Lamb, as if shocked at such an idea. "My mamma is so pretty; her fleece is as soft and as white as the clouds up there, and her eyes—oh, they are so beautiful!"

The old Sheep paused and looked thoughtful. "I don't remember ever to have seen one of our party like that, but I suppose I haven't taken notice enough. I shall be sure to know her at once *now* that you have described her," she said, and away she went.

She examined every sheep she met, but saw none a bit better looking than herself, so she passed all without asking if they had lost a little lamb.

"I am very sorry to tell you, my dear," she said when she returned, "I am afraid they must have taken away your poor mother, for nowhere can I see her, and I have been all over the field."

"Baa, baa!" cried the little Lamb, piteously. At that minute a sheep appeared on the top of the bank under which the Lamb was lying, and cried out loud, "Baa-aa-aa!"

Up started the Lamb and skipped up the bank, crying, "Mamma, mamma! Oh, cruel Sheep, how could you say she was taken away from the field?"

"Cruel!" cried the Sheep, much surprised. "Why, how in the world was I to know that *that* was your *mamma*, after the description you gave? Learn to keep to sober truth; if you had not been so highflown, I should have found her directly, and saved you pain and myself a world of trouble."

LET ANOTHER PRAISE THEE.

"WHAT a wonderful fellow Mr. Blazes is," said Dull, the pack-horse, to Conjurer, the old hunter.

"Blazes *wonderful*, is he?" said Conjurer.

"Oh, astonishing," replied Dull; "he was always considered the finest horse in the stud for symmetry and beauty; and then his swiftness in a race, his spirit and dexterity in leaping, his untiring strength; in short, his excellence in all ways was marvellous."

Conjurer did not reply, and Dull continued—

"And the prizes that his family have won, and the fame they have! Any bet may be made on the breed; they come off with flying colours from every field and course; unexampled success, and unfailing, attends them."

"Where did you get all this?" inquired Conjurer, who had his own opinion of the merits of Mr. Blazes and his breed.

"From the best possible authority," said Dull,—"himself."

"Ah, so I thought," said Conjurer. "Let me advise you,

my good fellow, when you hear an account like this from an enemy, to believe it all; when you get it from a friend, to go half way with it; but when it comes from 'the Wonder' himself, to take it for as much as it is worth, and that is—nothing at all!"

MEUM OR TUUM MAKES ALL THE DIFFERENCE.

THERE was a debate in the yard. Commodore, the old house-dog, was delivering himself on the merits of Tip's case, and the magpie, the stable-cat, and Crib, the terrier, were listening to him.

"I cannot say, my friends," he began, "that the punishment of our companion Tip seems to me to be a just one; and the cries that we recently heard following the blows he received grated very harshly on my ears."

His hearers looked much impressed, especially the magpie, who surveyed him attentively.

Flattered by this deference, he continued, "Far be it from me to defend the crime of theft; it is a disgraceful act in itself; but *then*, when it has to be judged, all the circumstances of the case should be taken into consideration. You understand me, Mag" (he added a little severely), "a thief, without palliating circumstances, is a despicable creature."

"O yes, sir, I understand," said Mag, demurely.

"Very well, then, let us put Tip's case. Here, as it might be" (pointing to a piece of meat that he was going to dine on) "stood the butter-basket, full of the fresh-made luxury, which we all know is most delicious."

"Did cook ever give you any, sir? I couldn't have known that it was delicious if I hadn't made free with a pat or two," said Mag.

"That's an irrelevant question," said Commodore, rather confused. "I was saying that butter is delicious; and here stood the basket, *full* and *uncovered*, most inviting. Well, on the other hand, *there* stood Tip, exceedingly hungry, and having a particular love for nice things at all times; and where was the dairy maid, whose place it was to watch the basket? Alas for Tip, she was nowhere! Any one may supply the event. Tip fell beneath the clear opportunity and the strong temptation, and I confess, viewing the case dispassionately, I wish he had not stayed to take a second roll, and so got found out and thrashed!"

Quite satisfied with the effect he seemed to have produced, Commodore returned to take his dinner—but it was gone.

"It's down the drain by this time," said Mag. "I saw a rat at it, but you didn't like to be interrupted."

"The villain!" said Commodore, rushing to the drain. "Such a slice of liver I haven't had for this week or more. I'll make him pay for it; I'll have him!"

"Do but hear," said Mag. "I dare say he was much more hungry than Tip, and I'm sure you were quite as careless as the dairy maid. But nobody is to be trusted, however finely he may talk, where his own is concerned; dispassionate views and liberal principles won't stand against self-interest."

JUDGMENT VERSUS JUSTICE.

"PADDLE," said the Cat, "can you tell me the difference between a fault and an accident? for I get kicked and cuffed at one time, and let alone at another, for the very same thing, and I should like to know what makes the difference between them."

"The difference, dear Tabby, is *this*," said Paddle: "if I, by mistake, took your dinner, it would be an accident, but if you took mine, it would be a fault; and it is just on that principle that Betty visits your misdemeanours with wrath or forgiveness."

THE POWER OF LOVE.

"WHAT a horrible noise he makes!" said the Reeds.

"Horrible," said the Rushes.

"Like a bull bellowing," said the Reeds.

"Like a horse neighing," said the Rushes.

"He makes the very earth shake!" they exclaimed together.

"Ah, song beloved," said the bitters' mate; "harsh and dissonant to many, but sweetest music to me. How it rejoices my heart to listen to it!"

"Only hear her," whispered the Reeds to the Rushes.

"Well, it only shows what love can do."

Varieties.

THE BOURBONS.—All the living members of this family are descended from Louis XIII of France, who had two sons—Louis XIV and Philip Duke of Orleans (the latter is now represented by Louis Philippe, Count of Paris, who claims the crown of France). Louis XIV married the eldest sister and heiress of Charles II of Spain, and had an only son, who died before him, leaving three sons—the first was Louis Duke of Burgundy (who was the father of Louis XV, and is now represented by Count de Chambord, who claims the crown of France as Henry V); the second, Philip V of Spain (in right of his grandmother), married twice (his second wife being heiress of the Duchy of Parma), and left five sons—the three eldest (Louis, Ferdinand VI, and Charles III) were successively Kings of Spain, and the fourth was (in right of his mother) Duke of Parma, and is now represented by Robert of Parma. Charles III left five sons—viz., Charles IV of Spain, Ferdinand I of Naples, Gabriel, Anthony, and Francis. Ferdinand of Naples is now represented by Francis II. Charles IV of Spain married Louisa of Parma, his cousin, and left three sons—viz., Ferdinand VII (the father of Isabella II), Don Carlos (who claimed the throne as heir male of his brother Ferdinand), and Francisco. Don Carlos left three sons—1st, Carlos Count of Montemolin, who died three or four years ago without issue; 2nd, Don John (the father of the present claimant and two other sons); and 3rd, Don Ferdinand. The third son of Charles IV, Don Francisco, left a large family, and his eldest son is the husband of Isabella II. It will be thus seen that the eldest, or French branch, is represented by the Count de Chambord; the second, or Spanish, by the Count de Montemolin; the third, or Neapolitan, by Francis II; the fourth, or Parmesan, by Robert Duke of Parma; and the fifth, or junior French, by the Count of Paris.

CORRESPONDENCE OF NAPOLEON I.—Another volume—the twenty-third—of this correspondence has been published. It deals principally with the period of the Peninsular war. One thing is shown throughout the volume. Notwithstanding his gigantic preparations the Emperor was as omnipresent and meddling as ever in the details of government. He thus refers to the letters of a lady which he had opened:—"Write to Marshal Suchet to complain that the correspondence of his wife with Madame Saligny refers to what happens in the army. Such things ought not to be found in a woman's letters. She should know nothing about the strength of the troops or the movements that are being made. Her letters should be about her health, and that is all." He had an eye for the reports of his spies, and wrote thus about Bourmont in 1812:—"You have made Adjutant-General Bourmont—that is, a man who has been a Chouan leader—Commandant of the Department of the Apennines. That is absurd. This officer should not be employed except under strict surveillance." The following, written when crossing the Niemen, in the midst of incessant cares and toils, has the touch of nature that makes all mankind kin; it provokes sympathy when we reflect on the destiny of the imperial child:—"Madame Montesquiou, I have received your letter of the 6th of June. I can only express to you my thanks for the care you have taken of the king. I hope you will soon let me know if his last four teeth have been cut. I have given orders that the nurse shall have what she requires."

LORD LYNDBURST.—A friend of mine, conversing with the late Lord Lyndhurst, pressed upon him the fact that faith in Jesus Christ was inseparably connected with Jesus Christ himself, and produced holiness of heart. The aged nobleman listened with great interest, and said: "I thought that, at ninety years of age, I had known everything that man thought about religion; but I never heard at all that there was any faith that by its own nature and of necessity produced holiness, and I never knew that any man held that there was such a faith as that." His lordship, however, was intensely interested with this faith; and he received it as a little child, and entered into the joy of his Redeemer.—Rev. A. Moody Stuart.

HAY FROM AMERICA TO GREAT BRITAIN.—The hay crop of the United States in 1867 was reported at 21,778,627 tons, and its average value at 15 dollars per ton. The crop this year is said to be much larger. Sailing vessels can bring hay to Liverpool from the Atlantic ports of the United States, and from the western cities by way of the Lakes and the St. Lawrence River, and land it there at 50s. a ton, with a good margin of profit to the shipper.